

# The National News

## Falcon

The Monthly Magazine of The Falcon Club of America



Greg Kizer  
2009

September 2009

Original Drawing by Greg Kizer  
Featuring two of Bill Honor's Falcons



## Cover: Drawing by Greg Kizer

Frequent Contributor Bill Honor sent this sketch of two of his Falcons in front of son Dillon's garage.

Bill and Dillon have been busy! See the Fire Rescue Falcon Bill and Dillon found at a local car show on page 3.

Look for more photos and stories by Bill and Dillon in future issues of *The National Falcon News*.

Do you have a photo of your Falcon that you think should be on the cover? Send it to the Editor at the address on page 7.

## Announcing New Photo Contest

Get your cameras and your Falcon out and get ready to shoot!

In next month's issue, we will be announcing the 2010 National Falcon News Photo Contest.

Since the response to the new horizontal cover has been overwhelmingly positive, this gives you even more opportunity to show off your Falcon(s) in the monthly magazine.

Fall is upon us, so start looking around for that perfect location for both vertical and horizontal photos that show off your Falcon at its best!

Remember to include lots of detail shots of engine, interior, and people. Write your story up and send on CD to the Editor. No email submissions will be accepted.

Get a head start and do it today!

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# The National *Falcon* News

September  
2009





# FIRE RESCUE FALCON

BILL HONOR

This Fire Rescue Falcon is a 1965 Econoline Falcon Van with a 170 cu. in. engine and "three on the tree."

Frequent contributor Bill Honor writes, "This van is for real a van used in the River Haven, Indiana Fire Department as a fire rescue vehicle. The van is owned by Mr. Duane Klug. Duane recently purchased the van and says he is going to start restoring it once the title is in his possession. It surely got a lot of attention!"

The Falcon Fire Rescue Van was spotted at the New Haven, Indiana downtown car show where the streets are closed off for the display of cars. Included in the crowd was another Falcon, a 1965 survivor with faded plastic seat covers still on the seats.





# Lawrence Winter

# My Falcon



*Send some photos and a story about your Falcon for our "My Falcon" Feature. Send on CD to the Editor at the address on page 5.*

I have owned my 1965 Falcon Sprint hardtop since 1980. It took 28 years to fully restore the car. That is a very long story in itself, but it is done now.

When I bought the Falcon, I was driving down the road and looking for something on the radio besides music and bad news. I ran across a station with things for sale. When I heard them say there was a 1965 Falcon Sprint for

sale with a 289 V8, I stopped and wrote the number down. I called the young man that night and he said he would be home. When I went there, I found it had been rear ended, but the price was right and he also told us the history of the car, which was quite interesting.

His father had been in the military in California and bought the Sprint there. It had been the car of a daughter of the

Vice President of Ford Motor Company—I had to have it for sure then.

It has some extras on it and a special delivery number, which I am still trying to find out what that means. I really enjoy the car and hope to keep it for a long time.

—Submitted by Lawrence Winter  
(FCA #1654)

Sauk Centre, Minnesota



# President's Message

On behalf of the entire Falcon Club of America Membership, I would like to thank the Mason Dixon Chapter for hosting the 30th National Convention of the Falcon Club of America. The tour of the AMC Museum at Dover Air Force Base and the laps around the Monster Mile at Dover Downs were both big hits with all. Carolyn and I certainly enjoyed our weekend celebrating the 30th Anniversary of the Falcon Club of America. This year we were happy to see many new faces and Falcons in attendance.

James and I would like to thank everyone for their continued support with our re-election to office. I would like to thank Cliff McKay for his five years of service as a member of the Board of Directors. I would also like to welcome and congratulate Mike Garrett as our newest member of the Board of Directors. Congratulations to Pam Dinzebach and Bill Poole on their re-appointment and acceptance to their positions of Treasurer and Recording Secretary.

Our Corresponding Secretary, Ruby Throgmorton, FCA #9, has decided to retire after 28 years of dedicated service as Secretary and Corresponding Secretary for the Falcon Club of America. Please join me in thanking Ruby for her service to our great club and wishing her the best as she enjoys her retirement.

# Chuck Beason

The Board of Directors has appointed Denise Sword to fill the office of Corresponding Secretary. As in the past, terms of office for newly appointed officers and newly elected officers are effective September 1, 2009.

Once again, The Keystone Chapter newsletter, *The Falcon Key* has received its second Golden Quill Award presented by Old Cars Weekly. Congratulations to Editors Kevin and Lauren Gabel and the Keystone Chapter.

Don't forget the remaining two Regional Meets that are scheduled for September in New York and California. I hope to see you there.

It is now time to start making plans to attend the 31st Annual National Convention of the Falcon Club of America in Dearborn, Michigan. Please plan to join us to help celebrate the 50th Anniversary of the Falcon Automobile.

Don't forget, "Take A Kid To A Car Show" this year.

*Chuck & Carolyn*



## Goodbye, Ruby—and Thanks!

September 1 marked a milestone in FCA History. Longtime Corresponding Secretary, Ruby Throgmorton, is stepping down from her duties. Ruby and her husband, Jim, were among the original members of the Falcon Club of America; Ruby is FCA Member #9!

She and Jim have both served the FCA in many ways, and Ruby has been Corresponding Secretary for over 25 years. The Corresponding Secretary handles all membership matters, including renewals, address changes and mailing out information packets to new members.

Ruby served the FCA beginning in the era of typed (and hand applied) labels for mailing the magazine, to managing and maintaining computerized lists that are easily integrated with the printer and post office systems.

I join all FCA members in extending to Ruby the sincerest thanks for her longtime service and the very best wishes in her retirement. Thanks, Ruby!

Ruby will be succeeded by Denise Sword, who will assume all the duties of the Corresponding Secretary. So if your membership needs renewal, your address has changed or your magazine is not being delivered, she's the one to contact. Her information is on page 7.

—Editor

|                                               |                                                                                                                                                                                                                                            |
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| <b>1960-70<br/>FALCON</b>                     |                                                                                                                                                                                                                                            |
| <b>1962-71<br/>FAIRLANE/<br/>TORINO</b>       |                                                                                                                                                                                                                                            |
| <b>1928-79<br/>FORD TRUCK</b>                 |                                                                                                                                                                                                                                            |
| <b>1955-66<br/>THUNDERBIRD<br/>STREET ROD</b> |                                                                                                                                                                                                                                            |



# Classified Advertising

## How to Advertise in The National Falcon News

Email your classified ads to:  
[wcrosby62@sbcglobal.net](mailto:wcrosby62@sbcglobal.net)

**VERY IMPORTANT!** Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

**CORRECT:** 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or [123falcon.com](mailto:123falcon.com). PA.

**INCORRECT:** '64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at [123falcon.com](mailto:123falcon.com). Eastm pennsylvania

**To Advertise:** FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to [wcrosby62@sbcglobal.net](mailto:wcrosby62@sbcglobal.net) Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.  
IT'S GOOD TO KNOW WHAT TIME ZONE  
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## Falcons For Sale



1960 two door Falcon. Hot 302 and new transmission. Five lug brakes with Granada disks front. New black bucket seat. Started to cut rear fenders to open well. New rubber in doors. Painted jams with Mustang Electric Blue. I'm 76, time to sell my toys. asking \$15,000 or take some trade, early old Ranchero and money. Bob Baker, 541-884-2817.

1961 Econoline Station Bus, body has surface rust, good glass, missing carburetor and starter. Needs restoration. Clear Title. \$1200 firm. Darrell Grindstaff, 865-805-0811.

1961 Falcon four door wagon. Gas Mileage Special: rebuilt 170, 4 speed overdrive transmission, 3:55 Maverick rear axle. Many new parts on a good, solid Colorado body. \$3500. OBO. For a complete listing of work, new parts, and detailed pictures email or call Lenny Kellogg at Kellogg's Garage. [lenkellogg@lpbroadband.net](mailto:lenkellogg@lpbroadband.net), 970-593-1964. CO.



1961 Falcon Tudor. Good 170 engine, 3 speed. Solid, straight body, decent interior. Good brakes and tires. Runs and drives. Needs a little of this and that. \$2995. Call Ben after 5 PM for info, 417-538-2753.

1962 Ford Ranchero,-Rebuilt v8 260c.i 6 speed Ford-o-matic transmission. New headers, Exhaust, Wheel bearings, Brakes-4 bbl carburetor, bed cover, carpeting, Springs, Shocks, Drive shaft, Battery, Master cylinder, original seats. 59,000 original miles. 13" tires. Recent restoration professionally done.

—Continued on page 9



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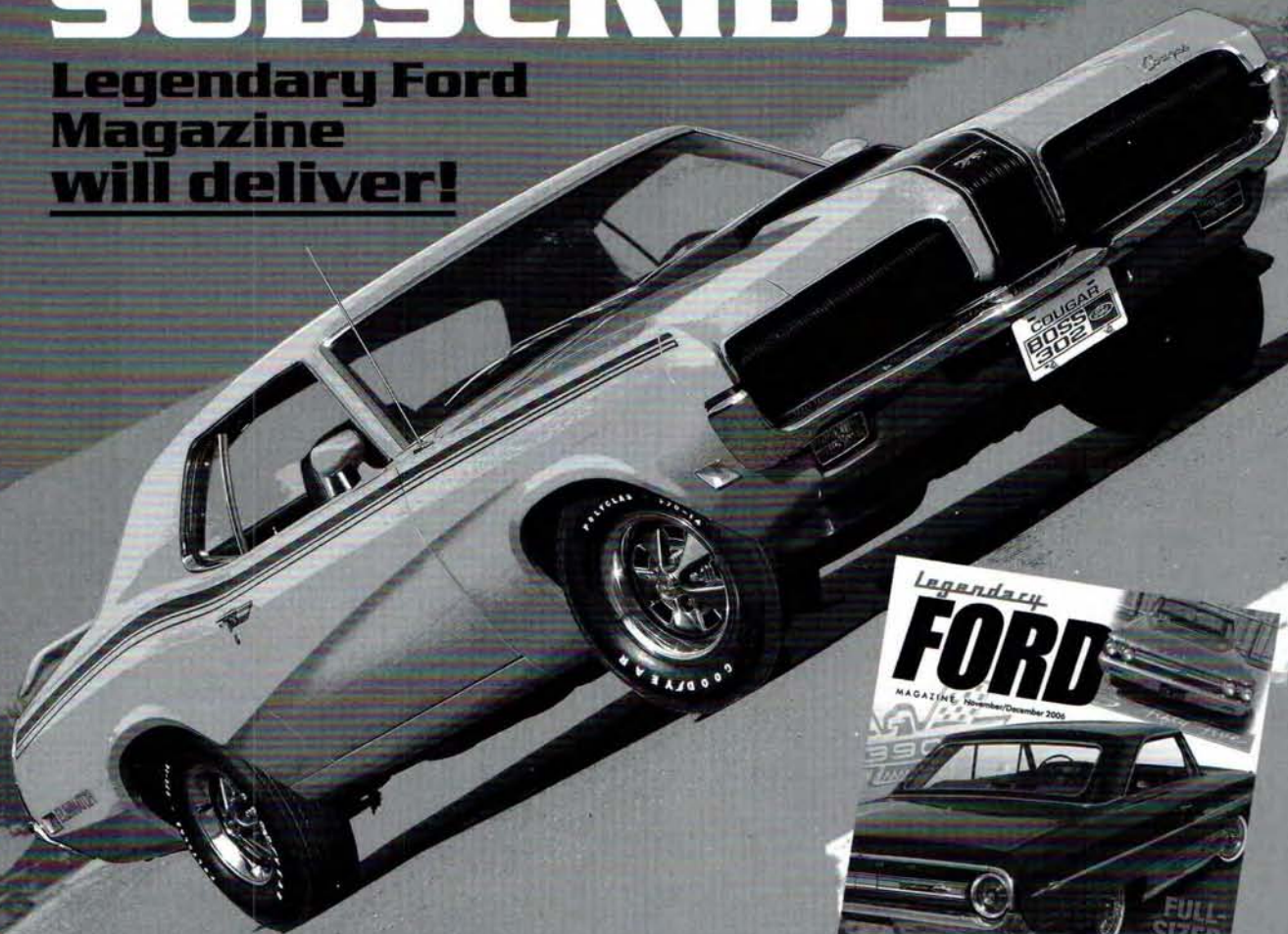
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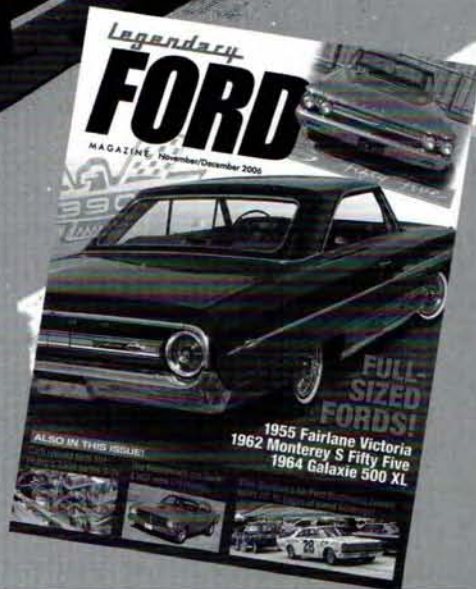


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# Classified Ads (con't)

—Continued from page 6

Email me at [jandtmcc1@msn.com](mailto:jandtmcc1@msn.com) or call the owner at 515-262-5540. More on craigslist: <https://post.craigslist.org/manage/1266356285/6y6nr>

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

1963 Falcon Futura, two speed Ford-omatic 260 V8, baby blue paint. Never any body work, never driven after September. Only 53,000 miles on speedometer, only 2000 miles in the last 30 years. A Must See! Asking \$14,000 firm. Earl Bowen, 573-777-7305. OH.



1963 Falcon Sprint Convertible, excellent, Masters Class, PS, PB, AC, absolutely everything restored to better than original. Many NOS and extras, 25,000 miles, drive anywhere, \$25,000. Jim, 913-685-1079 or send email to [jd\\_wilkerson@sbcglobal.net](mailto:jd_wilkerson@sbcglobal.net). Pics and detailed description at [wcrosby.com/classic cars](http://wcrosby.com/classic cars). KS.



1963 Falcon Sprint, 260 V8, four speed, original paint, 5 bolt wheels, good glass, new exhaust, rebuilt front end, very little rust. NOS radio works, dealer installed under dash air, interior needs redone but all chrome pieces intact. Runs great. Back seat and trunk full of spare parts. \$4500 OBO. Charles Love, 918-787-7667 or [ozl01@sbcglobal.net](mailto:ozl01@sbcglobal.net). OK.

—Continued on page 11



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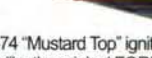
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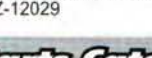
  
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## AN EXPERIMENT: ALL ELECTRONIC ISSUE

Attending the Falcon Club of America National Meets is always a great chance to talk to FCA members and find out what's working—and not working—for them regarding their membership.

As far as *The National Falcon News* is concerned, the positive response is most encouraging to me. Some of the things you'd like to see, we are working on: more tech articles, specs, more racing Falcons, unusual Falcons.

One of the questions I have heard quite a bit lately is whether there will be an electronic version of the newsletter available sometime. Lots of FCA chapter newsletters are distributed solely in electronic format these days, due to the costs of printing and postage. This is a convenient and inexpensive way to distribute the publication, but is not without its drawbacks.

Once you receive the newsletter electronically, it is up to you to print it out and read it, unless you read it online. Your color inkjet printer will take a long time to print the pages in high resolution, not to mention a lot of expensive ink and the resolution of the text and photos will not be as crisp and clear as in the magazine.

Many people tell me they look forward to receiving the magazine in the mail and read it cover to cover once it arrives. Some club members do not have or want access to computers, so receiving the newsletter electronically is not an option.

Others have begged for an electronic version, mostly for faster access to the classified ads. By the time the bulk mailed item has arrived in some parts of the country from Jefferson City, MO, the parts some members were looking for have already been sold. A PDF of the whole magazine or just the classified ads emailed or a link posted for downloading the same day as the layout is finished would certainly solve that problem.

As a beginning way to explore this question, the January 2010 issue will be an "all electronic" issue. The one difference is that there will still be a printed magazine mailed to your house. However, an electronic issue or partial issue will also be available.

All the details have not been worked out yet, but will be by the November issue. Whether it is posted on a website for downloading, or a PDF file emailed, be forewarned that the file will be very

large. If you have dial-up internet, you may want to upgrade (ha ha!) or just wait for your printed magazine to arrive in the mail.

ALL submissions for that issue must be electronic. If you have a story and photos, put them on a CD or DVD and mail to me—that counts! Please do not email large or multiple files for stories, put everything on the disk. Classified ads may be emailed, along with photo ads. You will still have to mail in your check for payment. Deadline is December 1, 2009.

If you don't have email, ask a friend to send your ad and show you how easy it is at the same time. All classified ads sent by mail will run in the February issue.

Please send me an email with "FCA Electronic" in the subject line if you would be interested in receiving this experimental electronic/possibly partial version. If the Classified Ads only are distributed electronically in the interest of gaining first access, please indicate how much you are willing to pay for the expedited service.

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—Ed.

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# Classified Ads (con't)

—Continued from page 9



1963 Falcon Futura hardtop. Solid original floors. Rebuilt 200 cu. in. engine. Rebuilt C-4 transmission with shift kit. All new interior with new foam on front seats. Class winner in three Falcon Regional Meets. Selling due to age and health. \$7900 OBO. Sam Michaelian, 860-916-7282 or [flyboysarkis@aol.com](mailto:flyboysarkis@aol.com).



1963 Ford Falcon Ranchero custom, hi po 302, 4 speed top loader. rust free California car. This Ranchero has many unique features including, electric windows, remote door opener, electric seat, removed door handles and wind wings, flared wheel wells. New 302 engine with less than 500 miles, bucket seats w/console. Contact Richard Grotius at 909-210-6481 or [rgrotius@aol.com](mailto:rgrotius@aol.com). \$16,500 OBO. CA.

1963 Ford Falcon Futura, two door hard top, red with like new red interior, bucket seats and center console. A 6 cyl. automatic, with air conditioning. Garaged for over twenty years. Runs good. Asking \$10,000. John — 954-467-8371 or [Jason@heeter.com](mailto:Jason@heeter.com). FL.

1963 Ford Falcon Futura convertible. 6 cyl 170 Auto. Beautiful turquoise, mechanically sound. Many new parts. Good tires and new brake system. Clean. Original power top--have pictures

on request. \$9000. Trunk full of extra parts--ready to cruise. Call 920-648-2550, Leroy A. Korban. WI.

1963 Falcon Futura 4 door sedan parts car. Have all four doors with glass nice, no rust. Rear bumper and brackets and nice hood with chrome scoop. Don Q. 520-237-9384 or [cdq4795@comcast.net](mailto:cdq4795@comcast.net). Tucson, AZ.

1963 Sprint hardtop. 150,000 miles on body, Original baby blue paint with turquoise interior. Dallas car. Rebuilt 289 V8 and C-4 automatic transmission. New

front suspension, and gas tank. Many extra parts. \$7000. Bill, 817-265-8314, if no answer, write letter. 214 Ditto Lane, Arlington, TX 76010.

1964 Falcon convertible, baby blue. 48,000 original miles. 260 V8, power steering, automatic transmission. Has fender skirts. Must see to appreciate. Jack Ridgeway, 618-542-6525 or 618-542-2656. IL.

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# Classified Ads (con't)

—Continued from page 11



1964 Falcon Futura. Some rust on rear quarter panels. Excellent glass and trim. Top end rebuild, new radiator, new carpet, original 170 with C4 auto. New brakes, exhaust, new Fire hawk tires with Crager mags. Asking \$6500 OBO. Call Terry, 419-212-2968. OH.



1964 Falcon Sprint, 260 V8, four speed. All glass and trim good. More pictures, no smoke. Top end rebuilt, new radiator. Little or no rust, new carpet, original seats. Asking \$9000. Rick Davis, 479-221-8556 or 479-646-5084. AR.

1964 Falcon Futura 6 cyl, 200 cu. Original owner. Prairie Tan exterior. Black interior. Excellent condition. Original engine. New top. \$8,450 OBO Michael 510-484-3718 or [teknique@att.net](mailto:teknique@att.net) for pictures. CA.

1964 Falcon Futura Convertible. less than 5000 miles since total restoration. Red on red. White top. 200 six automatic. This Falcon has the rare stainless steel wheel covers. Excellent condition, has always been garaged. \$13,000 OBO. Call Dave at 508-949-0771. Webster, MA.

1964 Falcon Futura Convertible. 200 c.i. 6 cyl auto. 50K original miles. Excellent Condition. 2nd owner. Turquoise w/

white convertible top. Asking \$10,750. Call Joe in Ohio at 614-581-0130.

1965 Falcon two door hardtop, 289, automatic. Project car. Completely bead blasted. Most all parts except windshield. \$2500. Contact Jack at [Ford-jack5@aol.com](mailto:Ford-jack5@aol.com). Kansas City, KS.

1965 Falcon Futura. 6 cylinder. some rust on roof and all over the car. Fair trim and excellent glass. Haven Paxton. 912-280-9641 or [havenpaxton@aol.com](mailto:havenpaxton@aol.com). GA.

1965 Falcon Ranchero. Wimbledon white with Palomino interior. Restomodded with a modified 250, an SROD 4 spd OD and an 8" rear end. Repainted and always garaged since. Use it as a reliable daily driver, restore or step it up to show. \$8,500. Dave Schjeldahl, 208-523-2763 or [daschj@cableone.net](mailto:daschj@cableone.net). ID.

1965 Falcon Futura Convertible, Rangoon red with red interior, black top. V8, 4 speed bench seat with 63,000 miles. No rust solid body/floor panels west coast car. Included NOS parts in original Fomoco boxes. \$3000 in parts have re-

ceipts. \$17,900 Call Ed, 610-746-3056. or [regi10s@enter.net](mailto:regi10s@enter.net). PA.



1965 Ranchero 289 V8. Three speed standard, no rust or collision damage. New paint, interior, tires and wheels, brakes, windshield, alum radiator, water pump, battery, clutch. Rebuilt engine, satrter., carburetor, distributor. Ready to travel. \$9000. Ron, 775-626-3651. NV.

—Continued on page 21

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# SO YOU WANT TO RESTORE A FALCON?

## Monthly Tech Column

Dick Harrington

### PART XI LEVELING THE BODY

Paint does not hide imperfections; if anything it will magnify them. So, beauty lines need to be straight and panels need to be level. In 1963, Ford did not worry about a perfectly straight panel. When I sight body lines on Falcons it is easy to pick out the vehicle that is an original rust free car. There are certain waves that are original equipment.

Ford used to use lead as filler to somewhat level their bodies. Today synthetic fillers are used; they are less hazardous to the environment and are easier to work. A clean surface is a must. The common wisdom is that fillers should be applied over a primer coat of paint for proper adhesion. Fillers should be as thin as possible; straightening the sheet metal to keep fillers to a minimum thickness is a good objective. Fillers sink, so minimizing the depth of filler is also desirable.

When the rust repairs were being completed, getting the sheet metal as straight and level as possible was part of the goal. A lot of hammer and dolly work was done to knock out as many dents as possible. The Ranchero, being a pickup truck, had seen a rough life. The bed and rear wheel wells took a lot of hammer and dolly work to get close to level. In many places, metal reinforcing prevented getting to the back side of the body sheet metal forcing a purchase of a stud welder. A stud welder does just that, it welds a stud on to the sheet metal. Once the studs are welded in to the dent, a side



*Short kitty hair filler has been applied and sanded*



*Three heavy coats of high-build primer have been applied*

—Continued on page 14



# So You Want to Restore a Falcon?

—Continued from page 13

hammer is used to pull the dent out. The stud is then ground off.

There are a lot of different types of fillers, but I tend to use only two; short kitty hair and lightweight. The short kitty hair filler is waterproof and dries very hard, making it difficult to sand, but it resists sinking and if a pin hole was missed in the sheet metal repair, the waterproofing quality will hopefully stop water from getting to the back side of the paint. The sheet metal imperfections are smoothed as close as possible with kitty hair filler and then light weight filler is used to finalize the surface. Light weight filler sands more easily, but is not as hard. It is probably a good idea not to use light weight filler around edges since it would not resist a ding very well.

Once the sheet metal is close to level, two to three heavy coats of high-build polyester filler, another type of primer, is sprayed on. Before sanding a contrasting color paint is misted over the high-build polyester filler and the surface is block sanded. This is referred to as a guide coat and will be removed in the high and flat areas of the body during the sanding process. The guide coat will not be removed in the low areas. More light weight filler is applied in the low areas and this process is repeated until the body is straight and level.

Once the body is level, a final coat of high build polyester filler is applied followed by a light sanding. Lastly a sealer is applied to the paint. The body is now ready for final painting. Did I say paint is expensive yet?



*Guide coat applied.*



*Guide coat sanded off. The dark spots are either the base primer showing through or the guide coat sitting below the level body surface. The lighter shade is filler.*

**NEXT MONTH:  
RESTORATION DECISIONS**





Close up view of a low spot (green) that will require more filler.

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*.

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## Eddie Goes Cosmopolitan

I usually like to mind my own business. Some of the most wonderful things happen during times when I'm enjoying a day in Western Colorado, just minding my own business.

This day was a Ranchero day; early fall in Grand Junction. I chose to bring my 1964 Ford Falcon Ranchero to work at the Grand Junction Visitor and Convention Bureau. The Colorado National Monument was illuminated by the morning sun; a ruby color of its own hue. I like to call it "Monumental Red." The Grand Mesa was equally beautiful, sitting proud, just beginning to display the fall colors we know so well in Colorado. Yep, a Ranchero day for sure.

I parked it at the top of the hill at the Visitor's Bureau, within view of Interstate 70. While on my rounds of work in the VCB van, the office called my cell phone to ask if it was alright to allow some visitors to photograph my Ranchero, Eddie. I told them it was perfectly fine if only they'll keep their mitts off. A few minutes later, the office called again. The visitors, for some reason, wanted me to be present to talk to me about the car. I told the office that I could meet them at VCB upon my return around 4:00 PM.

Now I have a full blown case of curiosity. Apparently the folks noticed my car from the interstate and made their way back to find the owner.

The four visitors were young and dressed very European. They introduced themselves with an accent that seemed vaguely familiar to me, not exactly Spanish, not Portuguese, maybe a South American accent of some sort. As usual, I was way wrong. These visitors were on a mission from Italy. They were assigned to do ten different photo shoots of Western Colorado and Eastern Utah for an upcoming issue of Italian Cosmopolitan Magazine.

Although I was somewhat skeptical, I agreed to meet them at the base of Mount Garfield the following morning. Mount Garfield is one of our local landmarks. You get there from a remote rural road and it is a bit lonely out there. For a fleeting moment, I was thinking maybe this is a set-up for a killing and a car theft. In bed the night before, I'm thinking, yeah right, Italian Cosmopolitan Magazine.

My wife, Ramona, and I staged the car at the spot where we were to meet. A few moments later a motor home drove up and parked nearby. Out jumped the members of the crew that I had met the day before. Following the crew were two beautiful models that I had not seen or met the previous day. Next out of the motor home were two or three make-up ladies and about \$10,000 worth of photographic equipment.

The way they work is the models work every other day. Today was the day for the tall redhead to work a shoot. The other model was a typical blond haired, blue-eyed Swedish beauty. She had the day off and although very friendly and poised, was not at all interested in Falcons. After a few minutes of talking to her, she went off on her own to see the sights, walking. These types of photo shoots are put together on the spot depending on what they find in landscape and other props. When the photographer comes up with an

idea, he gives the direction to make it happen.

As you can see, the tallish model, and I'm talking 6 feet here, wore a few different outfits. All the photos you see here were taken by me, so they are not as good as the finished shots that the pros took for Cosmopolitan Magazine. However, whenever I aimed my camera at the model, she was kind enough to strike a professional pose for me.

One of the director's ideas was to have me driving the Falcon, churning up lots of dust and chasing her as she ran away. It turned out great and passed muster for the magazine. In other photos that made it to the mag, the model drove my car and made sultry faces. The photo shoot was for fashion only and not about Falcons. From





## Ted Boothroyd

what I could tell, the word Falcon was not in the text of the article at all. Neither was my name or even the city of Grand Junction. But the crew was very professional and grateful for our willingness to do this for them. After they split, I thought that I would never hear from them again and



certainly never see the magazine, but once again I was wrong.

Several months later, long after we enjoyed that day, a package came in the mail from Sergio, one of the crew members. It was the April 2008 edition of Italian Cosmopolitan Magazine. We didn't make the cover—nor were we expecting to—but sure enough—there was a beautiful ten page spread featuring ol' Eddie and that beautiful redhead.

I enclose with this article, concrete evidence that the all too young and skinny model embraced me. Now I'm pretty sure that there is an old adage that wives impose on husbands. "You touch that chick and it's going to cost you."

This episode is proof positive that you never know what Falcon ownership will bring you.



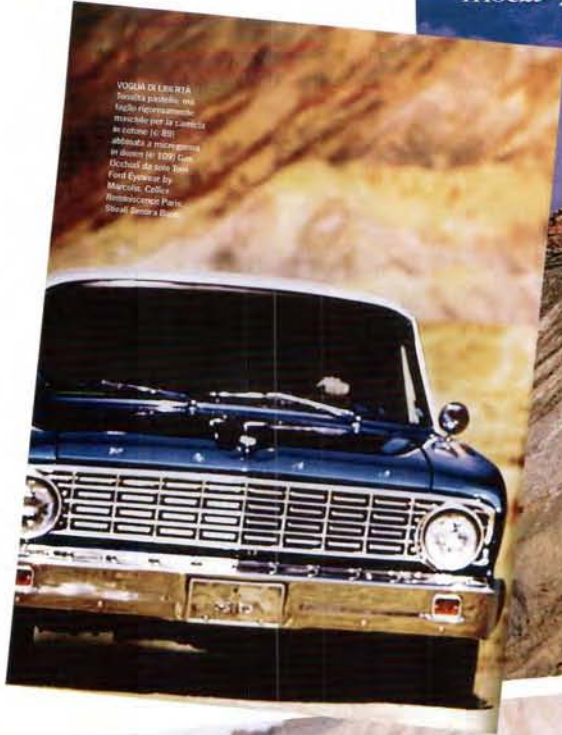
Ted Boothroyd (FCA #6527) is a Frequent Contributor to *The National Falcon News*. He is also the energy behind the new Wild West Chapter of the FCA, serving Grand Junction and western Colorado.

—See some photos from the Italian Cosmopolitan issue on page 18



—Continued from page 17

moda → on the road



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## La ragazza del West

Grandi spazi e natura incontaminata. Solamente nel Mesa  
Desert in Colorado troverai praterie sconfinite, rocce  
colpite dal vento e nuvole in corsa nel cielo blu.  
Valigia, molto spirito d'avventura e pochi pezzi facili:  
ermuda in denim, stivali da squaw e abitini in seta.  
Per vivere un'esperienza mozzafiato Foto di Charlie Garbin



PAUSA RELAX Polo stretch e smancata a righe bicolore, Sisley (€ 45); shorts in denim quadrettato, Yes Zee.  
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**DRIVER STELLE & STRISCE** Maniche aderenti, scollatura a V e cappuccio in dotazione per la felpa confortevole in cotone a bande larghe bianco e denim, Bambolita (€ 37). Unici accessori: orecchini pendenti in oro Aprile.



## From the Mailbag...

Thanks for the article in the May magazine about WD 40. Item #43—use on distributor cap—reminded me of an amusing and possibly hazardous—incident that occurred when my brother demonstrated how WD 40 can be used to loosen sticking ignition points.

With the engine running he sprayed WD 40 into the small opening where the distributor cap is notched to fit over the lug on the vacuum chamber. Instantly there was a big blue flash and a loud POP as the vapor ignited from sparks inside the distributor. The explosion was not powerful enough to do any damage and the engine continued running. I have no idea whether or not this procedure has any beneficial effects, but it does produce a dramatic result.

—Falcons Forever  
Skip Goddard (FCA #173)  
Tucson, Arizona



*Junkyard cat at The Falcon Works in Tucson*

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# Classified Ads (con't)

—Continued from page 12



Attractive 1966 Falcon Futura Sport Coupe with original 289 V8 engine, cruises-o-matic transmission, bucket seats, black interior and light yellow exterior. I have over \$7400 invested in the car, which runs great. Needs new paint and some upholstery. I have replaced tires, battery, main and rod bearings, hood, rear end overhaul and gas tank. Asking \$5500. Located in Gresham, OR. Richard Stuthard, 503-663-0312.

1967 Falcon Two door sedan 200 CID six cyl. Three speed with air, 99,961

miles. Some rust on floor pan, lower passenger door and lower right quarter panel. Car is in fair condition. Needs restoration. Have original Bill of Sale and owner's manual. \$1400 OBO. Ron Talley 205-706-0074 or [rtalley5@bellsouth.net](mailto:rtalley5@bellsouth.net) AL.



1968 Falcon Futura Sports Coupe two door, 6 cyl. car. Original green with parchment interior. Bucket seats, P/S, dealer installed FOMOCO A/C. Solid car! Also many parts from a 1969 2 door Sports Coupe. \$2000 OBO takes all. Can

send many pictures. Paul, 605-881-3032 or [paul.herman@wensmanseed.com](mailto:paul.herman@wensmanseed.com).



1968 Falcon Futura four door, white over bronze, white interior. 62,000 certified miles, 289 2-V, Cruises-o-matic, factory air, power steering. New brakes, new dual exhaust, good tires. A very smooth driver. This Southwest car has zero rust. \$4500 OBO. Ask for photos. Cliff, 575-585-5545 or [hhazard87002@yahoo.com](mailto:hhazard87002@yahoo.com). NM.

—Continued on page 22

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1969 Falcon, rebuilt 200 CID engine. C4 transmission, recent brakes, radiator and exhaust. Body rough. \$1000 OBO. Andy Parker, 724-640-1681, Pittsburgh, PA.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org

## Falcons Wanted

Wanted: 1965 2-door wagon. Body style 59A or 59B. Must have all the stainless and chrome trim in good condition. Contact Mark Klutenkamper, 952-891-4535 or [Ranchero@charter.net](mailto:Ranchero@charter.net). MN.

Wanted: 1963 Falcon convertible needing minor repair. Please call Ed at 215-493-6749. PA.

I am looking for a 1965 Falcon Futura station wagon or two door. Something that needs work. Leave name, number will return call. Michael, 716-883-3689. NY.

## Parts Wanted

Wanted: NOS or extremely excellent condition "BLUE" rear seat ash tray for a 1962 Ford Falcon 4 Door Sedan. Also a decent set of hubcaps for a 1962 Ford Falcon. I have a set of 1962 Futura hubcaps that are in great shape, but have faded colors that I would be willing to trade and/or add to the deal. Please no major scratches or dents. I prefer email.

[Falcon\\_Freak\\_16@yahoo.com](mailto:Falcon_Freak_16@yahoo.com). Rob Storey, 717-465-8607. Glenville, PA. 1963-1964 Sprint tachometer in any condition. Call 508 998-590 or email [Ed@emfalconeddie@gmail.com](mailto:Ed@emfalconeddie@gmail.com). MA.

Wanted: Modine 261 or Modine 411 radiator and a 5 or 7 blade fan for a 1966 Ranchero 289. Leave message, will call. G.R. Wright, 830-429-3336. TX.

1963 Falcon Deluxe two door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken, 314-351-1789 or [kslitteken@aol.com](mailto:kslitteken@aol.com). MO.

Ring and pinion differential assembly for an early 6 cylinder, 3.89 :1, code 2 rear axle. The ring gear has 35 teeth and part # CODW 4210S. The pinion gear has 9 teeth and part # CODW 4610L. They must be a matched set. Please call Joe Tatti at 905-335-2834 after 6 pm EST. Ontario Canada.

## Miscellaneous Wanted

For sale or trade: hat pin's from National Meet numbers: 10, 16, 20, 21, 22, 24, 25, 28. Wanted: pins from meet 9 and 12. Phil Warren 913-592-3571 or [pwrrn@cebridge.net](mailto:pwrrn@cebridge.net). KS.

## Parts For Sale

1964-65 Falcon four door sedan doors with glass, no rust. All for \$100. 1965 two door sedan doors with glass, one damaged, both for \$60. Call Ralph, 937-433-8170 after 8 PM. OH.

1964 Ford 260 engine. \$3300 spent on professional rebuild (have itemized receipt). Lots of new parts, chrome and rebuilt 4bbl Holley carb. Can email pictures. \$2900 OBO + shipping. Nate or Bill Lawson, 802-388-6553 or [slawson4863@comcast.net](mailto:slawson4863@comcast.net). VT.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

Ford intakes: 289 Iron 4V, \$80. 351-C 4V, \$25. Aluminum: 400C-351M, \$100. each. 429-460, \$150. 351C 4V \$125. 351C 2V, \$125. Will ship. Lots of engine parts and wheels. Steve Thompson, 704-267-5664 or [cobrajets68@yahoo.com](mailto:cobrajets68@yahoo.com). NC.

1963 Falcon Futura 170 six cylinder engine and Dagenham 4-speed transmission. *These original parts have not been* separated since removal, are un-restored/un-modified and being sold as is. The engine is complete except for the carburetor. The transmission is complete except for the shifter box. I'm converting



## Classified Ads (con't)

the Falcon to a V-8 and have no need for these parts. The car sat for nearly ten years before I purchased it. The second owner insisted the vehicle had 18,000 original miles. The odometer reads 18,000 plus miles, so the actual mileage is either 18,000 or 118,000 miles (18,000 miles seems accurate). The engine turns freely and the tranny shift arms move the gears. Selling as a unit, \$700 for both. Contact Steve Brown, 541 440-2697 or [theobrowns@charter.net](mailto:theobrowns@charter.net). Roseburg, OR.

1960 Falcon two door wagon doors with glass, one damaged. Both \$60. 1960 two door wagon interior panels, glass and seats, \$100. Ralph, 937-433-8170 after 8 PM. OH.

1961 Ford Falcon parts- many, many parts, too numerous to mention! Also, a few parts from a 1965 Falcon sedan. Call with needs. R. DeGroff, 903 Moore St. Lot 145, Baraboo, WI 53913. 608-434-0339.

1963 Falcon parts: R & L hardtop rear quarter window assemblies (glass and regulators good), \$15 ea. Passenger side front fender, straight, solid w/ surface rust only, \$75. Set of 4 original 13" Falcon spinner hubcaps, excellent, \$200. Set of 4 original 13" 5-lug wheels, gloss black powder-coat, never used, \$100. Set of 4 original 13" 4-lug wheels, unrestored, \$50. 1963 original grille, very good, no breaks, no dents, needs minor straightening, \$200. Ford 8" 3.25 pumpkin, new bearings, setup and ready to use, \$100. 3-speed interior steering column, \$10. Original front sway bar, \$5; original Sprint Rocker panels, very good, \$80.; original Falcon front fender spears,

some pitting but restorable, \$40. 2 rebuilt V-8 starters, \$15 ea. 2 rebuilt V-8 generator w/ bracket, \$15 ea. Pair rear V-8 coil-over HD shocks, \$20. Pair front V-8 HD shocks with caps, \$15.

Misc: convert your Falcon to Alternator w/ 60 amp Chrome GM alternator (new) \$40. Jim, 913-685-1079 or [jd\\_wilkinson@sbcglobal.net](mailto:jd_wilkinson@sbcglobal.net). KS.

Windshield for 1963 Falcon, four door and wagon, no chips or deposits, \$225.

Two strut rods for 1963 Futura, \$75.

Two headlight buckets for 1963 Falcon, \$25, parking brake shaft with the notches

—Continued on page 24

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# Classified Ads (con't)

—Continued from page 21

and pulley, \$15. Don, 704-616-7395 or [lonewolfodelle@yahoo.com](mailto:lonewolfodelle@yahoo.com). NC.

Wheels 14 x 6 GT with used caps and bands \$250. 14x6 or 14x7 Magnum 500s. Painted, not chrome, \$150. Many other Ford wheels. Steve Thompson, 704-267-5664 or [cobrajets68@yahoo.com](mailto:cobrajets68@yahoo.com). NC.

1964-1965 Falcon passenger side fender and Door, both for \$150. Tom Maslanka, 860-583-6359. CT.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or [dbranson@mail.win.org](mailto:dbranson@mail.win.org).

1963 170 6 cyl. engine w/trans \$450. Air conditioning unit complete. \$375. Power steering unit complete. \$400. Two intake manifold for small V-8 \$70. ea. Three to four bbl carbs, need rebuilding \$75 for three. Brand new water pump for small block V-8 \$35. One extra Fordomatic transmsion \$150. Bill Kecskes, 248-887-4849 or [jbkecs@net.zero.com](mailto:jbkecs@net.zero.com). Open for trades. MI.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. [www.autotran.us](http://www.autotran.us).

1961 Ranchero drivers side front fender \$65.00, Hood \$35 drivers and passengers doors both for \$125 all items are rust free. For more info contact John Mirretti 847-456-1691 Wadsworth, IL.

Kellogg's Garage has a recent acquisition of NOS 1960-1963 parts and good used parts as well: Grilles, headlight rings, horn rings, 13, 14" wire wheel covers. Can email a list for your perusal. Lenny Kellogg, the Junkyard Junkie. [lenkellogg@lpbroadband.net](mailto:lenkellogg@lpbroadband.net) or 970-593-1964 CO.

## FCA

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, *Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085*. Please mark "FCA" on outside of envelope. E-mail address: [wcrosby62@sbcglobal.net](mailto:wcrosby62@sbcglobal.net). No phone calls or faxes for Falcon Club business, please.

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1963 Falcon 6 cylinder front end steering and suspension to be sold as a one lot. Includes shock towers, upper and lower control arms, tie rods, coil springs, steering box, steering column, 4 lug brake drums and other miscellaneous parts. \$300. Rear end, 4 lug, 3:20:1 ratio (L8Y-J1 3:20 3EE 505), \$50. All parts plus shipping. John, 859-492-6542, KY.

ALL N.O.S. CODZ-3047-A upper control arm shaft kit, \$65. CODZ-3350-B steering arm & bushing \$75. CODZ-3049-A upper ball joint spindle support \$65. CODR-7A039-B trans. ext. assy., \$75. CODZ-1126-B rear brake drum \$80. Used original 1961 Delux right front fender, \$150. Much more. Keith Litteken 314-351-1789 or [kslitteken@aol.com](mailto:kslitteken@aol.com), MO.

1963 Falcon NOS: V8 arm and bushing \$175., six cylinder exhaust manifold \$170, six cylinder standard shift radiator \$125., hood hinges, do not take springs, \$50. pair, temperature cable \$30., license light lens \$20., quarter molding Futura \$135 ea., door molding Futura \$100. ea., much more. Frank G. Stewart, 440-282-6277. OH.

Falcon Luggage Rack, taken from a 1964 station wagon, but applicable to all wagons 1960-'65. This unit has been professionally restored, now gorgeous and like new. Four bases and four poles with corners re-chromed, five slats polished, complete with all hardware and factory mounting instructions. One decent base pad and one slat pad were salvaged for use as templates. \$1200. Email for detailed pictures. Norm Huie, San Clemente, [huiehome@cox.net](mailto:huiehome@cox.net), or 949-498-8974. CA.

T-5 transmission with 5-10 tailshaft and bell housing, \$200. OBO. Falcon book \$50. new, \$30 with slight damage to binding. Ansen scattershield with clutch linkage, clutch, Hurst shifter, but no ped-

## 2009 MID-SOUTH REGIONAL MEET

### OCTOBER 30-31, 2009 IN BRANSON, MISSOURI

Ramada Inn, 1700 Hwy. 76, Branson, MO 1-800-272-6232. Rooms are \$59.95 a night, be sure to mention FCA. Highlights include drive-in movie night at the hotel, car museum, hot dog and hamburger dinner, Shows at Dick Clark Theater, Door Prizes. Registration is \$15. a car. Area attractions include shopping, Stone Hill Winery, Silver Dollar City theme park, Table Rock Lake, and Paddleboat Dinner Show. More info: Mark Sword, 501-804-8502.

## 2010 FCA NATIONAL MEET

### JULY 12-15, 2010

It's not too early to make plans for next year's FCA National Meet. Falcon's Fantastic 50th will be held in Dearborn, Michigan at the Hyatt Regency Dearborn. 600 Town Center Drive, Dearborn, MI 48126. 313-593-1234. Room rate is \$105 + tax per night. Must mention "Falcon Club" to receive this rate. More information: Gordon Leslie 313-382-2993 [gogofalcon@att.net](mailto:gogofalcon@att.net), Mike Eaves 313-386-3209 [michaelleaves@att.net](mailto:michaelleaves@att.net), Alan Aniol 734-282-8188 [joanal@wideopenwest.com](mailto:joanal@wideopenwest.com). Visit <http://fca2010detroit.webs.com/> for updates.

Do you have a Falcon Event to be included in Calendar of Events? Contact the Editor at the address on page 5.

als, \$150. OBO. V8 fan blade new, \$20. Pete, 202-696-5985. NJ.

1964 Falcon rear seat, VGC \$80, Sprint steering wheel and horn ring, OK for daily driver, \$50. Heater box seal, new \$20. MSD Blaster two coil, new \$30. 1964 instrument cluster, no broken tabs, \$10. Fuel line, 8 cyl ht 5/16" new \$40. Pete, 202-696-5985. NJ.

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129. [www.jessersclassickey.com](http://www.jessersclassickey.com).

## Miscellaneous For Sale

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. [Alex@books4cars.com](mailto:Alex@books4cars.com).

## Where's My Ad?

Classified ads must be renewed monthly to continue to run. Please use guidelines on page 6 for correct formatting and deadline information. Photo ads are \$20 and will run for two months.

Did you miss the FCA National Meet in Dover this year? It's not too late to get a look at the scene. Go to [www.wcrosby.com](http://www.wcrosby.com) for a daily update with lots of photos and video of all the Falcons, people and events! Were you there? Please send photos and stories for the December issue featuring the convention.



# Falcon Club of America Regularly Scheduled Chapter Meetings

**Alamo Chapter**  
**San Antonio, TX**  
2nd Sun.—monthly  
Pig Stand, 1508 Bdwy.  
San Antonio TX  
(210) 287-4498

**Arizona Chapter**  
Phoenix, AZ  
2nd Sat. except June,  
July, Aug. at Berge Ford,  
460 E. Auto Center Dr.,  
Mesa, AZ  
(480) 888-0589

**Bluegrass Chapter**  
**Louisville, KY**  
2nd Sat. each month at  
4:30 PM  
Jefferson Co.  
Government Center,  
7201 Outer Loop  
(502) 231-8715

**Blue Ridge Chapter**  
**South Carolina**  
3rd Sun.—monthly  
Greer, SC  
(864) 879-1060

**Capital City Chapter**  
**Austin, TX**  
3rd Sat.—monthly, 4 PM  
(512) 670-0544

**Carolinas Chapter**  
**Charlotte, NC**  
1st Mon.—7 PM  
Holiday Inn Express  
Hotel, 2491 Wonder  
Dr., (Exit 60: I-85)  
Kannapolis, N.C.  
(704) 736-1920

**Central California**  
**Falcons**  
**Bakersfield, CA**  
1st Tuesday 6:30 PM  
Marcia's house,  
5304 Southshore  
(661) 587-8539  
Fresno, CA  
3rd Thursday at  
Applebee's in Clovis, 98  
Shaw Ave. 7:00 PM  
(559) 322-0108

**Early Falcon Car Club**  
**of Victoria, Inc.**  
**Australia**  
1st Tue. 7:30 PM  
Cafe Hotel, Melbourne  
9369 1574

**Founder's Chapter**  
**Arkansas**  
2nd Sat.—monthly  
(501) 605-1370

**Gateway Chapter**  
**St. Louis, MO**  
4th Sun.—monthly  
(636) 677-4670

**Golden Gate Chapter**  
**San Francisco, CA**  
2nd Sat.—Odd Months  
(408) 293-5848

**Hoosier Chapter**  
**Indiana**  
1st Sun.—monthly  
Edwards Drive-In  
2126 S. Sherman Dr.  
Indianapolis  
(317) 786-1638

**Lone Star Chapter**  
**Mt. Pleasant, TX**  
3rd Sun.—monthly  
(903) 572-9593

**Metro Detroit Chapter**  
**Detroit, MI**  
1st Sun.—bimonthly  
Holiday Inn Southgate,  
17201 Northline Road,  
Southgate, MI  
(313) 382-2993

**Mid America Chapter**  
**Kansas City**  
1st Fri.—monthly  
(913) 592-3571

**Mile Hi Chapter**  
**Denver, CO**  
3rd Fri.—monthly  
(303) 857-9360

**Music City Chapter**  
**Nashville, TN**  
Monthly Meetings  
Call for dates/locations  
(615) 452-0321

**Northeast Chapter**  
**New England**  
3rd Sat.—monthly  
northeastfalconchapter.  
com  
(952) 334-1654

**NE Texas Chapter**  
**Gladedwater, TX**  
2nd Sat.—monthly  
(903) 759-6850

**Northland Chapter**  
**Minneapolis, MN**  
2nd Sat.—odd months  
(952) 334-1654

**Rainier Chapter**  
**Seattle, WA**  
3rd Wed.—monthly  
except Dec., Feb. Varied.  
RainierFalcons.com  
(206) 290-3093

**So-Cal Falcons**  
**Burbank, CA**  
2nd Sat.—bimonthly  
(818) 845-9725

**Sooner Falcons**  
**Oklahoma City**  
3rd Sat.—monthly  
(405) 205-3497

**Sonoma County**  
**Santa Rosa, CA**  
1st Thurs.—monthly  
(707) 539-2860

**Southeast Chapter**  
**Georgia**  
1st Sun.—monthly  
(770) 887-6268

**Space City Chapter**  
**Houston, TX**  
2nd Sat.—monthly  
Prince's Drive-In, I-45 &  
Fuqua; 6:00 PM  
(713) 703-5110

**Star City Falcon Club**  
**Roanoke, VA**  
Monthly meetings  
Call for date/location.  
(540) 254-1515

**Virginia Falcons**  
**Richmond, VA**  
2nd Sun.—even months  
(804) 739-1615

**Wheat State Chapter**  
**Wichita, KS**  
1st Sat.—even months  
(316) 838-7487



# Thirsty? Water or Coke?

## Water

- 75% of Americans are chronically dehydrated. This likely applies to half the world population.
- In 37% of Americans, the thirst mechanism is so weak that it is mistaken for hunger.
- Even mild dehydration will slow down one's metabolism as much as 3%.
- One glass of water shut down midnight hunger pangs for almost 100% of the dieters studied in a University of Washington study.
- Lack of water is the #1 trigger of daytime fatigue.
- Preliminary research indicates that 8–10 glasses of water a day could significantly ease back and joint pain for up to 80% of sufferers.
- A mere 2% drop in body water can trigger fuzzy short term memory, trouble with basic math, and difficulty focusing on the computer screen or on a printed page.
- Drinking five glasses of water daily decreases the risk of colon cancer by 45%, plus it can slash the risk of breast cancer by 79%, and one is 50% less likely to develop bladder cancer.

Are you drinking the amount of water that you should drink every day?

## Coke

- In many states the highway patrol carries two gallons of Coke in the trunk to remove blood from the highway after a car accident.
- You can put a T-bone steak in a bowl of Coke and it will be gone in two days.
- To clean a toilet: Pour a can of Coca-Cola into the toilet bowl and let the "real thing" sit for one hour, then flush clean.
- The citric acid in Coke removes stains from vitreous china.
- To remove rust spots from chrome car bumpers: Rub



the bumper with a crumpled-up piece of aluminum foil dipped in Coca-Cola.

- To clean corrosion from car battery terminals: Pour a can of Coca-Cola over the terminals to bubble away the corrosion.
- To loosen a rusted bolt, apply a cloth soaked in Coca-Cola to the rusted bolt for several minutes.
- To bake a moist ham: Empty a can of Coca-Cola into the baking pan, wrap the ham in aluminum foil, and bake. Thirty minutes before ham is finished, remove the foil, allowing the drippings to mix with the Coke for a sumptuous brown gravy.
- To remove grease from clothes: Empty a can of Coke into the load of greasy clothes, add detergent, and run through a regular cycle. The Coca-Cola will help loosen grease stains.
- Coke will also clean road haze from your windshield.
- The active ingredient in Coke is phosphoric acid. It will dissolve a nail in about four days. Phosphoric acid also leaches calcium from bones and is a major contributor to the rising increase of osteoporosis.
- To carry Coca-Cola syrup—the concentrate—commercial trucks must use a hazardous material placard reserved for highly corrosive materials.
- The distributors of Coke have been using it to clean engines of the trucks for about 20 years.

Now the question is—Would you like a glass of water or Coke?

—Submitted by Nancy Alane  
Reprinted from The Desert Flyer, Arizona Chapter



Information in this article does not reflect the opinions of the FCA nor the Editor. The Editor does try to make sure to drink plenty of water each day and only drinks Coke if it has alcohol in it.



## Ron & Joan Smith



*Ron's dad changing out the spark plugs in 1970*

FCA Members may remember me from a few years back. I sent in a picture of our 1967 Falcon Futura, which was featured on the cover of the November 2002 issue of the *The National Falcon News*. That was a great happening for me to say the least, considering how many great Falcon car pictures there must be to choose from.

This is a story about a different 1967 Falcon. These photos are of the last new car my dad purchased before he left this world.

Our son received his grandfather's car as a high school graduation gift in 1981. He proudly drove the car for two years before putting it into storage. The lively 289 V8 Ford Falcon Futura never saw the light of day for thirteen years.

When we finally rescued the "old bird" from bondage, rust had taken a toll on many parts of the car and it was in great need of help. Our son didn't have the time or space that was needed to do a restoration job on the car, so he kindly donated the project to me with the hope that his grandfather's Falcon would purr down the highway once again. The job of finding parts and dismantling, assembling, grinding, welding, painting, sweating, lots

of sweating, proved to be difficult at best. But it was very rewarding when I finally brought my dad's Falcon back to life!

Some unexpected bumps in the road popped up during the Falcon's restoration period. Oh yes, the old bird had lots of body cancer to be dealt with, however, my wife and I were shocked when we were both diagnosed just three months apart with a highly invasive cancer. This all happened shortly after our son turned his grandfather's failing Falcon over to me. Nevertheless, my wife Joan and I survived the challenge that life sometimes hands down to people—including Falcons, and we are better off for it!

It took almost five years while working on and off to finish the job on my dad's Falcon. However, my wife and I are making up for lost time when we head down the road with the radio volume turned on high, bringing back those memories of the fifties and sixties through music. We just sit back, enjoy, and listen to the songs and the mellow rumbling sound of the 289 V8 engine with dual exhaust resonating from my dad's 1967 Ford Falcon. Life doesn't get better than that!

—Submitted by Ron and Joan Smith  
(FCA #10491)  
Hutchinson, Minnesota



# Dad's Final Falcon Comes Back to Life



Grandson Jack will be the fourth generation of Ron's family to drive the Falcon—soon!



This photo of Ron's mother was taken at a horse racetrack while his parents were vacationing in Phoenix in 1969





## Minnesota Musings

**R**alph Garcia loves Falcons and had always wanted one. One day at their home in Redwood City, California, he announced to his wife, Teresa, that he was buying a Falcon, and told her, "We're going to a car show!"

He found the Sprint on eBay in Wisconsin. It was about 30 miles from where his son lived and had been stored inside, just waiting for Ralph to come and get it. He says it was "meant to be." He trailered the Sprint from Wisconsin to California, but that is the only time it has been on a trailer.

When he found it the condition was "OK," he had a new top put on and the Falcon needed some attention in other areas. The most difficult part of getting it into roadworthy condition was that the bow was rotted out and needed to be replaced—that was the only rust on the car.

He added satellite radio, which is nice going down the road. It is equipped with a 260 V8, automatic transmission and bucket seats. The car is stock throughout.

Ralph and Teresa Garcia are adamant about driving their Falcon. Ralph insists that the cars were built to drive, and he is doing his best to rack up the miles on his blue Sprint convertible.

At the Minnesota National Meet in 2007, Ralph had already put over 3000 miles on the Sprint, with that trip adding 4000 more. You can imagine how many miles he has added since then!

Both Teresa and Ralph love the feeling of going down the open road, traveling the two lane highways and really seeing small town America. On the way to Minnesota, they had to replace a fuel pump in Reno and Ralph said he will carry a spare from now on. After a stop in Battle Mountain and hitting a local hardware store, they found what they needed and were back on the road. He always carries a fire extinguisher, so the chances of that kind of "adventure" are less.

Ralph also has a 1963 Ranchero that he says is convenient, since he can load up his bicycle in it and ride back to shuttle his three Falcons to car shows that way. His collection is rounded out by a 1963½ Sprint hardtop, which is black.

Ralph was a Falcon Club of America member 25 or so years ago and let his membership lapse. He is now back in the FCA —member #11097—for the last eight years or so and enjoys the people and traveling to the conventions to see the Falcons. He received a Third in Class at the 2006 Indianapolis show and took home First in Class and Longest Distance Driven Awards in Minnesota. He is also a member of the Golden Gate Chapter and attends the meetings to stay active in the club.

Ralph believes the way to keep the membership active and growing in the FCA is to play on the muscle car interest that attracts the younger members and to enthusiastically embrace the modified cars.



*This Sprint is a driver as evidenced by the contents of the trunk. The license plate is RMSTRS2 since his other Falcon is RSTRMS.*





# Ralph & Teresa Garcia's 1963½ Sprint Convertible



Ralph wasn't sure what the name of this color blue is, but said it was an unusual and rare color choice in 1963



Teresa and Ralph truly embody the spirit of the FCA; they are out on the parking lot all day long, talking to friends old and new about their Falcons and all the others too. No matter how the cars change, the people are what makes the Falcon Club of America such a great organization.



A new convertible top was added to this Wisconsin car that was "meant to be" Ralph and Teresa's car.



Visiting with other Falcon owners on the parking lot is one of the best parts of any FCA event



# Falcon

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*Quality Parts*

Go to [www.dearbornclassics.com](http://www.dearbornclassics.com)

## Coil Over Rear Suspension Kit for 1960 - 1965 Ranchero/Falcon

**NEW!**



This quality kit is the perfect companion to our Mustang 2 conversion or can be used by itself. The complete kit allows you to replace your "tired" leaf springs with a 100% bolt in adjustable ride height coil over suspension. The coil is fully adjustable for ride height that you require. NO WELDING REQUIRED! Use our "slide adjust" mounting bracket system to bolt the threaded aluminum Aldan Eagle coilover shocks/springs and lower two links to your 8" or 9" housing. Body roll and front to rear roll couple is controlled by our bolt-in 3/4" black powdercoated sway bar and end link package. AGAIN, NO WELDING! Minimum installation hassle with maximum results!! Creates a more stable performance ride for better handling and road feel. One inch outside diameter x .120 wall round steel tubing with 5/8" rod ends make up the upper two triangulated links that bolt to your housing using our center section bracket. Upper link bar bolts between the frame rails for a 100% now weld anywhere installation. The upper two links are adjustable for fine tuning on pinion angle if necessary. Comes with all grade 8 hardware and thorough installation instructions. Optional chrome springs are available for an additional charge. Coilover spanner wrench included. **Order with our Mustang 2 front conversion kit and we will take \$100 off the total!**

Part Number: RCM114 Your Price: \$1695.00



## 1960-1962 Falcon Back-Up Light Lenses

**NEW!**

Now available are the correct lenses for the 1960-1962 Falcon back up lights. These are mounted on the rear panel separate from the tail lights.

BUL60X..... 60-62 Falcon Back Up Light Lenses..... ea 19.95

## 1964-1965 Ranchero Falcon Fuel Gauge

Brand new reproduction fuel gauge manufactured with UV coating to protect the silk screened printing from fading. Gauge is an exact reproduction with Ford part number and logos. All gauges are pre-tested for accuracy



FGI64X..... 64-65 Ranchero, Falcon Fuel Gauge..... ea 89.95



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*Many new products are  
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## 1963-1965 Falcon Four Speed Tunnel Hump

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SOON**

This is a quality die stamped reproduction of the original four speed tunnel hump used on 1963-1965 Falcons with factory four speed. This is just like the original with all factory shape and hole pattern included. Finally, a metal version made in the USA!



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Beautiful new small block Ford aluminum valve covers features a tall fin design. These new valve covers will set you apart from the crowd! Fits most roller rockers and have baffles installed. Manufactured in the USA!

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